1-5. (CANCELED)

6. (CURRENTLY AMENDED) A seal of an electric ~~motor that is~~ machine installed within a motor vehicle drive mechanism ~~within a free construction space~~ with of one of a wet-running ~~electric motor rotor,~~ oil-cooled disk gearshift element, a multiple disk clutch and a multiple disk brake being accommodated within a free construction space of a rotor of the electric machine, the seal comprising: to achieve a very high degree of oil-free annular gap (3) between the rotor (2) and a stator (1) of the electric ~~motor~~ machine at a face side of an electric machine annular gap (3), at least one lining (9) is ~~arranged so that, at least at a high rate of rotation of the rotor (2), depending on a type of a gap lining, the seal is designed to seal without touching,~~ fixed to the rotor (2) adjacent an end of the annular gap (3), such that the lining (9) at least partially encloses and seals the annular gap (3), the rotor (2) is located within the stator (1) such that rotation of the rotor (2) centrifugally directs oil within the annular gap (3) radially outward past the at least one lining (9) and rotation of the rotor draws a flow of air into the annular gap (3) which flows towards the lining (9) and prevents fluid from entering the annular gap (3).

7. (CURRENTLY AMENDED) The seal according to claim 6, wherein the lining (9) is designed in such way and arranged on the rotor (2), that during one of a standstill or at a low rate of rotation speed, the lining seals the annular gap (3) by touching, and ~~releases the annular gap (3)~~ at a high rate of rotation speed, the lining (9) at least partially opens the annular gap (3).

8. (CURRENTLY AMENDED) The seal according to either claim 6, wherein the lining (9) ~~is built through a known~~ comprises V-ring.

9. (CURRENTLY AMENDED) The seal according to claims 6, wherein [[in]] the annular gap (3) ~~, preferably at the lining (9), an~~ extends between the rotor and the stator and includes an air intake opening (10) ~~is designed opposite the face side~~, on a side of the electric ~~motor~~ machine opposite the lining (9), which facilitates passage of air therethrough.

10-11. (CANCELED)

12. (NEW) The seal according to claims 6, wherein the electric machine and seal being located in a hybrid drive adjacent a drive motor, and a flow of air is drawn into the annular gap (3) and flows towards the lining (9) to prevent fluid from entering the annular gap (3).

13. (NEW) An electric machine and seal for a drive train of a motor vehicle, the electric machine and seal comprising:

a stator and an adjacent rotor, each extending along an axis about which the rotor rotates, the stator and the rotor, which is located radially within the stator, are arranged a distance from the axis such that a free space is formed radially inside the rotor which accommodates one of an oil-cooled disk gearshift element, a multi-disk clutch and a multi-disk brake;

an annular gap axially extends between the stator and the rotor and a first end of the annular gap has an air intake opening; and

a lining is arranged adjacent an opposed second end of the annular gap for sealing the second end and preventing fluid from entering the annular gap, the lining at least partially opens the second end of the annular gap, upon rotation of the rotor, to draw a flow of air into the annular gap, through the air intake opening, and direct the flow of air towards the opposed second end, and the flow of air exiting the annular gap past the lining at the second end prevents fluid from entering the annular gap.

14. (NEW) An electric machine and seal for a drive train of a motor vehicle, the electric machine and seal being located in a hybrid drive adjacent a drive motor, the electric machine and seal comprising:

a stator surrounding a rotating rotor, and the rotor forming a radially inner free space which accommodates one of one of an oil-cooled disk gearshift element, a multi-disk clutch and a multi-disk brake;

an annular gap being formed between the stator and the rotor and a first end of the annular gap comprising an air intake opening; and

a lining is arranged adjacent an opposed second end of the annular gap for sealing the second end of the annular gap and preventing fluid from entering the annular gap, the lining at least partially opens the second end of the annular gap, upon rotation of the rotor, to facilitate drawing of a flow of air into the annular gap, through the air intake opening, and allowing the flow of air towards the opposed second end such that the flow of air exiting the annular gap, past the lining at the second end, prevents fluid from entering the annular gap.